

In the claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

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1. (Currently Amended) A method for controlling the electrical system of a marine propulsion system, comprising the steps of:

providing an engine as a source of motive power for said marine propulsion system;

10 providing an electrical energy providing device connected in torque transmitting relation with said engine;

monitoring an operating characteristic associated with the operating speed of the internal combustion engine;

comparing said operating characteristic to a preselected magnitude;

15 deactivating the electrical energy providing device as a function of the relative magnitude of the monitored operating characteristic and the preselected magnitude; ~~and~~

providing a propulsion control unit which is connected in electrical communication with said electrical energy providing device; ~~device~~.

providing an electrical battery;

measuring a characteristic of said battery;

20 comparing said battery characteristic to a predetermined minimum threshold magnitude;

and

disabling said deactivating step if said battery characteristic is less than said, predetermined minimum threshold magnitude.

25 2. (Original) The method of claim 1, wherein:

said electrical energy providing device is connected in torque transmitting relation with said engine by a belt and pulley arrangement.

3. (Original) The method of claim 1, wherein:

30 said electrical energy providing device is an alternator.

4. (Original) The method of claim 1, wherein:

said operating characteristic is an acceleration value associated with said engine.

5. (Canceled)

6. (Original) The method of claim 4, wherein:

said acceleration value is the acceleration of the crankshaft of said engine measured over at least one complete revolution of said crankshaft.

7. (Original) The method of claim 6, wherein:

said acceleration value is the radial acceleration of the crankshaft of said engine measured over more than one complete revolution of said crankshaft.

8. (Original) The method of claim 1, further comprising:

providing a trimming mechanism by which the operator of said marine vessel is able to affect the horizontal attitude of said marine vessel; and

providing a signal which is representative of the operating status of the trimming mechanism.

9. (Currently Amended) The method of claim 8, further comprising: ~~comprising~~

comparing said operating status of said trimming mechanism to a preselected operating status; and

deactivating said electrical energy providing device as a function of the operating status of said trimming mechanism and said ~~preselected status and the~~ preselected operating status.

10. (Currently Amended) A method for controlling the electrical system of a marine propulsion system, comprising the steps of:

providing an engine as a source of motive power for said marine propulsion system;

providing an electrical energy providing device connected in torque transmitting relation

with said engine;

providing a propulsion control unit which is connected in electrical communication with said electrical energy providing device;

monitoring an operating characteristic associated with the operating speed of the internal combustion engine; and

5 comparing said operating characteristic to a preselected magnitude; and

deactivating the electrical energy providing device as a function of the relative magnitude of the operating characteristic and the preselected magnitude, said operating characteristic being an acceleration value associated with said engine, said acceleration value being the acceleration of the crankshaft of said engine measured over at least one complete revolution of said  
10 crankshaft.

11. (Original) The method of claim 10, wherein:

said electrical energy providing device is connected in torque transmitting relation with said engine by a belt and pulley arrangement.

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12. (Original) The method of claim 10, wherein:

said electrical energy providing device is an alternator.

13. (Canceled)

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14. (Canceled)

15. (Original) The method of claim 10, further comprising:

providing an electrical battery;

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measuring a characteristic of said battery;

comparing said battery characteristic to a predetermined minimum threshold magnitude;

and

disabling said deactivating step if said battery characteristic is less than said, predetermined minimum threshold magnitude.

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16. (Original) A method for controlling the alternator of a marine propulsion system, comprising the steps of:

providing an engine as a source of motive power for said marine propulsion system;

providing an electrical energy providing device connected in torque transmitting relation with said engine;

monitoring an operating characteristic associated with the operating speed of the internal combustion engine;

providing a trimming mechanism by which the operator of said marine vessel is able to affect the horizontal attitude of said marine vessel;

providing a signal which represents the operating status of the trimming mechanism;

comparing said operating status of said trimming mechanism to a preselected operating status;

deactivating the electrical energy providing device as a function of the operating status of said trimming mechanism and said preselected operating status;

providing a propulsion control unit which is connected in electrical communication with said electrical energy providing device.

17. (Original) The method of claim 16, further comprising:

comparing said operating characteristic to a preselected magnitude; and

deactivating said electrical energy providing device as a function of the operating characteristic and the preselected magnitude.

18. (Original) The method of claim 16, wherein:

said electrical energy providing device is connected in torque transmitting relation with said engine by a belt and pulley arrangement.

19. (Original) The method of claim 18, wherein:

said electrical energy providing device is an alternator.

20. (Original) The method of claim 19, wherein:

said operating characteristic is an acceleration value associated with said engine.

21. (Currently Amended) The method of claim 16, wherein:

said ~~acceleration value~~ operating characteristic is an acceleration value of the crankshaft of said engine.

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22. (Currently Amended) The method of claim 16, wherein:

said ~~acceleration value~~ operating characteristic is the acceleration of the crankshaft of said engine measured over at least one complete revolution of said crankshaft.

10 23. (Original) The method of claim 16, further comprising:

providing an electrical battery;

measuring a characteristic of said battery;

comparing said battery characteristic to a predetermined minimum threshold magnitude;

and

15 disabling said deactivating step if said battery characteristic is less than said, predetermined minimum threshold magnitude.